

Kess, Quinn

From: Mancinelli, Tracy
Sent: Monday, February 25, 2013 8:50 AM
To: Kess, Quinn
Cc: Rep. Scribner, David
Subject: FW: Testimony on HB 5125, HB 6050, HB 6051

Members of the Transportation Committee,

I will keep this brief as I'm sure there will be plenty of testimony to go through over these proposed bills.

Though I can see why these bills are being proposed (which I am against in general), I URGE members of the committee to formulate traffic studies prior to implementation. I live on the border of CT & NY, working in NY while residing in CT. I travel this stretch of I-84 which you may or may not know is already undersized for the traffic that this stretch of road currently sees. Implementing tolls will only further disrupt a traffic flow and create congestion that I really believe hasn't been realized. If the solution then is to create more lanes, especially leading to the tolls, the cost of this will most likely outweigh the income the tolls provide by far.

The traffic mornings and evenings from the I-684 to I-84 intersection through CT to Route 7 and beyond is already more than the highway can handle. This alone should be reviewed in itself. Tolls will not only worsen the situation, but the secondary roads will become flooded with those looking to not only avoid the tolls, but also traffic. It will be a nightmare not only for commuters, but for local police with accidents (study how many people run lights now in these areas so they do not have to wait longer), as well as road maintenance.

Should tolls be installed, I would strongly suggest they be installed in an area where the traffic is not already being bottle necked. Ideally, beyond this normal commuting traffic nightmare. I would also go as far as to say most whom travel these same routes would much rather have their state taxes go up than to implement tolls to assist with the finances.

Thank you for the consideration in this matter, and if anything from this hearing is learned, I hope it is realizing a study between the cost of implementing tolls and improving the travel lanes and roadways that would be required versus the return on the tolls of offset the cost is studied. Let us not make the same mistakes as many other cities have recently realizing that the rate of return was decades for the expenditures that were undertaken.

Josh Flowers
Brookfield, CT